lence of The North American and U. S. G.

the items: \$3.515,000
Pay of Officers and Men. \$3.616,000 Pay of Officers and Men. \$3.515.000
Provisions. 66.6 (on Errore and Repairs. 2,779.000
Continuity construction of six steam frigates, (presumed to be an error). 3,000.000
Stevene's Floating Steam Battery. 250.000
The deflay the expenses of the search for Dr. Kane and his companions. 540.000
Por support of the Observatory. 160.000
Por support of the Observatory. 160.000
Por Ray Yard. 1779.000
For Pay Yard. 1779.0000
For Pay Yard. 1779.000

ments for a whole year of John Quincy Adams's administration, which was hunted from office on the cry of extravagance and corruption.

The publication of the correspondence relative to the Ostend conference, betrays the bitterness of the lattingues by which our diplomacy is now directed. The windings of the web were too intricate for the impatient temperament of our amateur filibuster, Mr. Soulé, and he wisely retreated before completely enveloped in the folds of his astute friend, the Secretary of State. Thus, for once, Mr. Marcy has been too cunning for himself. Determined to abandon all efforts to annex Cuba, either by violence or purchase, he resolved to throw the responsibility of failure upon other heads. Accordingly, he invited Mesars. Buchanan, Mason and Soulé to hold a council, reck oning that they would pronounce the undertaking an impossibility and advise the instant relinquishment of the enterprise. Quite the contrary. They did no such thing, but promptly declared the affair to be a most promising and attractive adventure. The diplematic triumvirsite not only fully sustained Mr. Soulé, but outfillibustered that gentleman, and presented the Administration at home with a programme of operations which could not fail to make a seasation, whether it produced result or not. The council, setting as a jury of inquest ante mortem, informed Mr. Marcy that, in their opinion, he had a very sick man upon his bands, whose case was so entirely hopeless that he had better begin by cutting off a limb. This hint, to take Cuba at any cost, was so disagreeable to the Secretary of State, that he repudiated the verdict of his own jury, and instructed Mr. Soule to disregard it altogether. Mr. S., of course, resigned, and an inspection of the papers so disgusted Mr. Breckenridge that, after three weeks' consideration, he refused to serve under Mr. Marcy, even though tempted with be glittering bait of \$18,000 per annum, and the rank of a mission temporarily the most important on our diplematic calendar.

The wretched fickle

Mr. Soulé:

1st.—The Minister was to obtain a commercial treaty
with Spain, and certain changes of administration
in Cuba, which should bring the Captain-General
there in direct communication with the American
Government in cases of flagrant outrage upon its

eitizens.
2d—Mr. Soulé was to demand instant indemnity and
apology in the Black Warrior case, and others of a
like character.

spology in the Black Warrior case, and others of a like character.

3d—May, 1854 —Mr. Soulé was to negotiate for the acquisition of Cuba.

4th—July, 1854 —Mr. Soulé was to do nothing about the Black Warrior, and other cases.

5th—Any time in the summer of 1854.—Mr. Soulé was to suspend and abandon all efforts to procure Cuba, by purchase or otherwise.

6th—Mr. Soulé was informed that a Commission was in contemplation to settle ail differences with Spain; to which Mr. Soulé said "Pahaw"

7th—September, 1854—Mr. Soulé was directed to hold a caucus with Messrs. Buchanan and Mason, to devise ways and means for the immediate annexation of Cuba.

8th—November, 1854.—The Congress at Ostend

November, 1854.—The Congress at Ostend

was dissolved, its journal defaced, and its acts were repudiated. Mr. Soule was directed to do nothing at all about anything.

9th—Which concludes the eventful history.—Mr. Soulé bites his thumb at Mr. Marcy, and retires in disgust from the scene.

ALEXIS.

THE EMIGRANT PASSENGER LAW

WITH THE AMENDMENTS AS IT FINALLY PASSED BOTH HOUSES OF CONGRESS.

THE EMIGRANT PASSENGER LAW

WITH THE AMENDMENTS AS IT FINALLY PASSED

BOTH HOUSES OF CONGRESS.

ARA CT to regulate the carriage of passengers in steamships in the canceted by an other versus. House of Representatives of the United States of America in Congress assessed in part by a citizen of the United States, or by a citizen of any foreign port or place, other than foreign contiguous territory of the United States, a greater number of passengers than in proportion of each of every two tuns of such vessel, not including children under the age of one year in the computation, and computing two children over one and under eight years of age as one passenger. That the spaces appropriated for the use of such passengers, and which shall not be occupied by stores or other goods not the germonal baggag of such passengers, shall be in the dollowing proportions, viz. On the main and poop-decks as platforms and in the deck houses, if three be any, one passenger for each stateen clear superficial feet, if the highet or distance between the deck, or platform shall not be less than six, feet; and on the lower dock, (set being an orlop deck, if any, on passenger for eighteen such clear superficial feet, if the highet or distance between the decks or platform, nor apon any deck wher? the high or distance between the decks or platform, nor apon any deck wher? the high or distance between the decks are passenger to the United States; or if any such master of any vessel shall take on board his vessel, at any port or place with the united to the passenger to the United States; or if any such master of any vessel shall take on board his vessel, at any port or place with the fundation on the United States; or if any such master of any vessel shall take on board his vessel, at any port or place other than foreign contiguous territory as aforesaid, every such master shall be deemed quity; of a misdemeanor, and supon conviction thereof, befor easy Circuit or District Court of the United States, and any for the passengers, the same was

than one passenger; but double berths of twice the above width may be constructed, each berth to be occupied by no more, and by no other, than two women, or by one woman and two children under the age of eight years, or by two men, members of the same family; and it there shall be any violation of this section in any of its provisions, then the master of the vessel and the owners thereof shall severally forfeit and pay the sum of five dollars for each passenger on board of said vessel on such voyage, to be recovered by the United States in any port where such vessel may arrive or depart.

States in any port where such vessel may arrive or depart.

Stc. 3. And be it further exacted, That all vessels, whether of the Universal or any foreign country, having sufficient capacity or space, according to law, for fifty or more passengers, (other than cabin passengers, shall, when employed in transporting such passengers between the United States and Europe, have, on the upper deck, for the use of such passengers, a house over the passage way leading to the apartments allotted to such passengers below deck, firmly secured to the deck or combings of the hatch, with two doors, the sills of which shall be at least one foot above the deck, so constructed that one door or window in such house may at all times be left open for ventilation; and all vessels so employed, and having the capacity to carry 150 such passengers or more, shall have two such houses: and the stairs or ladder leading down to the aforesaid apartment shall be furnished with a handrall of wood or strong rope; but booby hatches may be substituted for such houses.

SEC 4. And be it further exacted, That every such vessel so employed, and having the legal capacity for with no new hundred such passengers.

for such houses.

Sec. 4. And be it further enacted. That every such vessel so employed, and having the legal capacity for more than one hundred such passengers, shall have at least two ventilators to purify the apartment or apartments occupied by such passengers; one of which shall be inserted in the after part of the apartment or apartments, and the other shall be placed in the forward portion of the apartment or apartments, and one of them shall have an exhausting cap to carry off the foul air, and the other a receiving cap to carry down the fresh air; which said ventilators shall have a capacity proportioned to the size of the apartment or apartments to be purified, namely: if the apartment or apartments will lawfully authorize the reception of 200 such passengers, the capacity of such ventilators shall each be equal to a tube of tweive inches diameter in the clear, and in proportion for larger or smaller apartments; and all said ventilators shall rise at least four feet six inches above the upper deck of any such vessel, and be of the most approved form and construction; but if it shall appear, from the report to be made and approved, as hereinafter provided, that such vessel is equally well ventilated by any other means, such other means of ventilation shall be deemed and held to be a compliance with the provisions of this section.

Sec. 5. And be it further enacted, That every vessel carrying more than fifty such passengers shall have for their use on deck, housed and conveniently

shall be deemed and held to be a compliance with the provisions of this section.

Sec. 5. And be it further enacted, That every vessel carrying more than fifty such passengers shall have for their use on deck, housed and conveniently arranged, at least one camboose or cooking range, the dimensions of which shall be equal to four feet long and one foot six inches wide for every 200 passengers; and provision shall be made in the manner aforesaid, in this ratio, for a greater or less number of passengers; but nothing herein contained shall take away the right to make such arrangements for cooking between decks, if that shall be deemed desirable.

Sec. 6. And be it further enacted. That all vessels employed as aforesaid shall have on board, for the use of such passengers, at the time of leaving the last port whence such vessel shall sail, well secured under deck, for each passenger, at tenst twenty pounds of good navy bread, fifteen pounds of rice fifteen pounds of oatmeal, ten pounds of wheat flour, fifteen pounds of othereal, ten pounds of wheat flour, fifteen pounds of vinegar, sixty gallons of fresh water, ten pounds of vinegar, sixty gallons of fresh water, ten pounds of salted pork, and ten pounds of salt beef free of bone, all to be of good quality; but at places where either rice, oatmeal, wheat flour, or peas and beans, cannot be procured, of good quality and on reasonable terms, the quantity of eitner or any of the other last named articles may be increased and substituted therefor; and in case potatoes cannot be procured on reasonable terms, one pound of either of said articles may be substituted in lieu of five pounds of potatoes; and the captains of such vessels shall feliver to each passenger at least one-tenth part of the aforesaid provisions weekly, commencing on the day of sailing, and at least three quarts of water daily; and if the passengers on board of any such vessel in which the provisions and water herein required shall not have been provided as a foresaid, shall at any time be put on short lowance, to be recovered in the Circuit or District Court of the United States; and it shall be the duty of the captain or master of every such ability or vessel to cause the food and provisions of all the passengers to be well and properly cooked daily, and to be served out and distributed to them at regular and stated heurs, by messes, or in such other manner as shall be deemed best, and most conducive to the health and comfort of such passengers, of which hours and manner of distribution due and sufficient notice shall be given. If the captain or master of any such ship or vessel shall willfully fail to furnish and distribute such provisions, cooked as aforesaid, he shall be deemed guilty of a misdemeanor, and upon conviction thereof before any Circuit or District Court of the United States, shall be fined not more than one thousand dollars, and shall be imprisoned for a term not exceeding one year; Provided, That the enforcement of this penalty shall not affect the civil responsibility of the captain or master and owners to such passengers as may have suffered from said default.

Suc. 7. And be it further enacted. That the captain of any such vessel, so employed, is hereby authorized to maintain good discipline and such bablits of cleanliness among such passengers, as will tend to the preservation and promotion of health; and to that end he shall cause such regulations as he may adopt for this purpose, to be posted up, before sailing, on board such vessel, in a place accessible to such passengers, and shall keep the same so posted up during the voyage: and it is hereby made the duty of said captain to cause the apartments occupied by such passengers, to be kept at all times in a clean, healthy state, and the owners of every such vessel, so employed, are required to construct the decke, and all parts of said

to be kept at all times in a clean, healthy state, and the owners of every such vessel, so employed, are required to construct the decks, and all parts of said apartment, so that it can be thoroughly cleansed; and they shall also provide a safe, convenient privy or waier closet for the exclusive use of every one hundred such passengers. And when the weather is such that said passengers cannot be mustered on deck with their bedding, it shall be the duty of the captain of every such versel, to cause the deck occupied by such passengers to be cleansed with chloride of line, or some other equally efficient disinfecting agent, and also at such other times as said captain may deem necessary.

tain may deem necessary.

Sac. 8. And best further enacted, That the master and Sac. 8. And be it further enacted. That the master and owner or owners of any such vessel so employed, which shall not be provided with the house or houses over the passageways, as prescribed in the third section of this chapter, or with twentilators, as prescribed in the fourth section of this chapter, or with the cambooses or cooking ranges, with the houses over them, as prescribed in the fifth section of this chapter, shall severally forfeit and pay to the United States the sum of \$200 for each and every violation of, or neglect to conform to, the provisions of each of said sections; and \$50 for each and every neglect or violation of any of the provisions of the seventh section of this chapter, to be recovered by suit in any Circuit or District Court of the United States, within the jurisdiction of which the said vessel may arrive, or from which she may be about to depart, or at any place within the jurisdiction of such Courts, wherever the owner or owners, or captain of such vessel may be found.

SEC. 9. And be it further enacted. That the Collector

owners, or captain of such vessel may be found.

SEC. 9. And be if further enacted. That the Collector of the Customs at any port of the United States at which any vessel so employed shall arrive, or from which any such vessel shall be about to depart, shall appoint and direct one or more of the Inspectors of the Customs for such port to examine such vessel, and report, in writing, to such Collector, whether the requirements of law have been complied with in respect to such vessel; and if such report shall state such compliance, and shall be approved by such Collector, it shall be deemed and held as prima facie evidence thereof.

thereof.
SEC. 10. And be it further enacted. That the provise thereof.

Sec. 10. And be it further enacted. That the provisions, requisitions, penalties, and liens of this act, relating to the space in vessels appropriated to the use of passengers, are hereby extended and made applicable to all spaces appropriated to the use of steerage passengers in vessels propelled, in whole or in part, by steam, and ravigating from, to, and between the ports, and in manner as in this act named, and to such vessels and to the masters thereof; and so much of the act entitled, "An act to amend an act entitled, "An act to provide for the better security of the lives of passengers on board of vessels propelled, in whole or in part, by steam, and for other purposes, "approved Aug. 30, 1852, as conflicts with this act, is hereby repealed; and the space appropriated to the use of steerage passengers in vessels so as above propelled and navigated, is hereby subjected to the supervision and inspection of the Collector of the Customs at any port of the United States at which any such vessel shall arrive, or from which she shall be about to depart; and the same shall be examined and reported in the same manner, and by the same officers, by the next preceding section directed to examine and report.

§ Sec. 11. And be it further enacted. That the vessels is the same shall be added to examine and report.

bound from any port in the United States to any port or place in the Pacific Ocean, or on its tributaries, or from any such port or place to any port in the United States on the Atlantic or its tributaries, shall be subject to the foregoing provisions regulating the carriage

of passengers in merchant vessels, except so much as relates to provisions and water, but the owners and masters of all such vessels shall in all cases fursiah to each passenger the daily supply of water therein mentioned; and they shall farmish a sufficient capply of good and wholesome food, properly cooked; and in case they shall fails so to do, or shall provide nuwholesome or unsuitable provisions, they shall be subject to the penalty provided in the sint rection of this chapter, in case the passengers are put on short allowance of water or provisions.

SEC. 12. And be it further caucied. That the captain or master of any ship or vessel arriving in the United States, or any of the Territories thereof, from any foreign place whatever, at the same time that he delivers a manifest of the cargo, and if there be no cargo, then at the time of making report or entry of the ship or vessel, pursuant to law, shall also deliver and report to the collector of the district in which such ship or vessel shall arrive a list or manifest of all the passengers taken on board of the said ship or vessel at any foreign port or place; in which list or manifest it shall be the duty of the said master to designate, particularly, the age, sex, and occupation of the said passengers, respectively, the part of the vessel occupied by each during the voyage, the country to which they come in the best of the said master, in the same manner as directed by law in relation to become inhabitants; and shall further set forth whether any, and what number, have died on the voyage, which list or manifest shall be sworn to by the said master, in the same manner as directed by law in relation to the manifest of the cargo, and the refusal or neglect of the master aforesaid to comply with the provisions of this section, or any part there of, shall incur the same panelties, disabilities, and forfeiture as are provided for a refusal or neglect of the report of the sectors of the

violating those provisions, and each vessel or vessels shall arrive.

Sec. 10. And be it further enacted, That all and every vessel or vessels which shall or may be employed by the American Colonization Society, or the Colonization Society of any State to transport, and which shall actually transport, from any port or ports of the United States to any colonice on the West Coast of Africa, colored emigrants to reside there shall be, and the same are hereby, subjected to the operation of the foregoing provisions regulating the carriage of passengers in m-rehant vessels.

Sec. 17. And be it further enacted, That the Collector of the Customs shall examine such emigrant ship or vessel on its arrival at his port, and accordant and report to the Secretary of the Treasury, at the time of sailing, the length of the voyage, the ventilation, the number of passengers, their space on board, their for deaths, the age and sex of those who died during the voyage, together with his opinion of the cause of the mortality, if any, on board, and, if none, what precautionary measures, arrangements, or habits, are supposed to have had any, and what, agency in causing the exemption.

Sec. 18. And be it further enacted, That this set shall take effect, with respect to vessels sailing from ports in the United States, on the eastern side of the continent, within thirty days from the time of its approval: and, with respect to vessels sailing from ports in the United States, on the eastern side of the continent, within thirty days from the time of its approval; and, with respect to vessels sailing from ports in the United States, on the eastern side of the continent, within thirty days from the time of its approval; and, with respect to vessels sailing from ports in the United States, on the eastern side of the continent, within thirty days from the time of its approval; and, with respect to vessels sailing from ports in the United States, on the eastern side of the continent, within thirty days from the time of its approval; and it is her

SEC. 19 such manner as he shall deem proper.

SEC. 19. And be it further enacted. That, from and after the time that this act shall take effect with respect to any vessels, in respect to such vessels, the act of second March, eighteen hundred and nineteen, estitled "An act regulating passenger ships and vessels, the act of twenty-second February, eighteen hundred and forty-seven, entitled "An act to regulate the carriage of passengers in merchant vessels," the act of second March, eighteen hundred and forty-seven, entitled "An act to amend an act entitled "An act to regulate the carriage of passengers "in merchant vessels," and to de ermine the time "when said act shall take effect," the act of thirty-first January, eighteen hundred and forty-eight, entitled "An act exempting vessels employed by the "American Colonization Society in transporting colored emigrants from the Unite! States to the Coast of Africs from the provisions of the acts of twenty-second February and second of March, eighteen hundred and forty-eight, entitled "An act to provide for the ventilation of passenger vessels, and for other purposes," and the act of third March, eighteen hundred and forty-eight, entitled "An act to extend the provisions of all laws "now in force relating to the carriage of passengers in merchant vessels, and the regulation thereof," are hereby repealed. But nothing in this act contained shall in any wise obstruct or prayent the provecution, recovery, distribution, or remission of any fines, penalties or forfeitures which may have been incurred in respect to any vessels prior to the day this act goes into effect, in respect to such vessels under the laws hereby repealed, for which purpose the said laws shall continue in force.

But the Secretary of the Treasury may, in his discretion, and upon such conditions as he shall think proper, discontinue any such prosecution, or remit or modify such penalties.

ROBBERY AND MURDER-FOUR MEN KILLED.

From The Lincoln Gazette, published at Troy, Mo., of the date of the 2d, we learn the particulars of one of the most unparalleled outrages ever committed in Missouri. The deed of rapine and blood is said to have been perpetrated in Mosroe or Montgomery Counties and is related thus in The Gazette.

Counties and is related thus in The Gazette:

A gentleman residing in one of the above-named Counties had sold a farm for the sum of two thousand dellars, and the money was deposited in his house. After the sale had been made, he went some distance from his home to attend to some business matters, and upon returning, found it necessary to stop for the night at a house two or three miles from his own. At a late hour in the night, he awoke from his sleep, very much impressed with a dream, in which he imagined that his wife and children were in a distressed condition, and needed his presence. He which he imagined that his wife and children were in a distressed condition, and needed his presence. He related his singular dream to the gentleman with whom he was stopping, who dissuaded him from the belief that any serious consequences had befallen his family, and finally prevailed upon him to again go to bed. It was not long, however, before he again awoke—having dreamed the second time that his wife and children were supplicating for help.

He immediately dressed himself for the purpose of going home—notwith-tanding the entresties of his bost to remain until morning. There was also a figurant preddler staving at the agencia.

German peddler staying at the same place, who proposed to accompany the man to his own home, leat he might be dreaming, and meet with some accident on the way.

The two started, and in a short time came to the house, in which a light was discovered. This unfavorable omen, at that hour of the night, (it being about 3 o clock.) confirmed the husband's worst suspiciors. They approached the house and, looking through a window, saw five men, surrounding a table, busily engaged in counting and dividing the money they had secured. The first impulse of the euraged husband was to give the alarm, but the German bade the man be silent. He then instructed him to go to the back door and knock, upon which the robbers would attempt to make their secape out of the one at which he (the German) was stationed.

The man accordingly made an alarm at the back door, upon which the midnight robbers endeavoured to make their escape. Right manfully did the German maintain his position, while with a revolver he killed four of the robbers, and wounded the dith, who was afterward secured. Would that this were the only bloody spectacle which presented itself at that dead hour of the night. The most heart-rending part remains yet untold. A wife and two or three children had been butchered, and lay weltering in pools of blood. The feetings of a husband and father can better be imagined than described, as he beheld this horrid spectacle.

The wounded man, baving been secured, made a full confession; in which he stated that an organized band of robbers was in the country, and that the ring-leader lived in Lincoln or Pike County.

PUBLIC MEETINGS.

BOARD OF SUPERVISORS.

MARCH 12 — The MAYOR in the Chair.
OFFICE OF RECEIVER OF TAXES.
Ald. HERRICK offered the following resoluti Whereas. There have been numerous complaints of a system of extortion practices in or brough the office of the Receiver of Taxes by leaving accessive costs and expenses apon those who neglected to pay their taxes for 1854 previous to 18th Jaguary

of extortion precised in or brough the office of the Receiver of Taxes by levying excessive costs and expenses upon these who reglected to pay their taxes for 1854 previous to 18th January inst.

And whereas, it is understood that his Hooor, the Mavor, has investigated this matter, and held a correspondence on the subject with the Receiver of Taxes; therefore, Broslied Toat the Mayor he requested to farmish this Board copies of any correspondence which may have taken place between him and the Receiver of Taxes on the subject of extra charges to delinquent tax payers. Adopted

The Mayor stated that there was such correspondence, and he would submit it to the Board.

The following are the communications referred to:

Hos. Fernando Wood.—Bear Sir. The drat knowledge I had that I was assessed for personal tax wava distrass levy served upor me a few days since, setting four that my projects would be sold unless I redeemed it on or before the 19th day of February with 12 per cent interest. Taking it for granted that there was no other remedy, I called at the office of the Collector. No 165 Duane et a. under the Chatham Bank, are paid my bill and, to my surprise I found added to my tax at \$5.28 \$42.85.19 for costs, commissions and interest—making in sill, as you will perceive by the inclosed bill, \$7.35.00—beirs about 50 per cent additional Now, had I received notice from the Receiver of Taxes (or in any other way) that I was assessed. I would not have been subject to this grows imposure, which, as I am informed, is, and has been, extensively practiced upon 1st payers, for the purpose of exting a large amount of cests commissions &c, out of them. I would have addressed upon extensively practiced upon 1st payers, for the purpose of exting a large amount of cests commissions &c, out of them. I would have addressed upon extensively practices upon this subject had I been aware, before, that the office of Collectors of Arrears was lorg since abolished and that the proceeding against me was 1052 and 1052 and 1052 and 1052 a

ully requested to this subject Very respectfully,
FERNANDO WOJO, Mayor.

Tax Receives's Orrice, March 5, 1855.

His Honor Fernando iskood Mayor—818; In answer to your
come unication of this date, I have the honor to reply, that by
the 8th Section of act of Arch 18, 1843, (laws of 1865, p. 319, ba
any needed by the 34th Section of act of March 36, 1856, (laws of
1850, p. 194) I are sutherized to issue my warrant to the Sheriff,
or any Constable of the City and County of New York, for the
collection of any tax remaining unpaid on the 15th day of
Jonary of each year. By Section 2 or Actof May 14, 1843, (4),
Constable is empowered to collect, at the same time with the
tax and intervat, his costs of discress and sale, 42, 28, 8, 9, 54
a Constable is authorized to charge and collect upon a warrant
the same focus as upon an execution. In the case complained
of, the bill was as follows:

Tax.

Section 187, 8c. 20

Sept cent commission. 20

Total.

Total.

Bring the amount paid in the case complained of.
I have the honor to be, very respectfully your ob't serv't,
H. S.—The costs and commission are retained by the Contable for his services. The amount of tax and interest, \$5, was returned by him to me, and by me paid into the public treasury on the day of return.

H. H.

he tax and interest thereon; and also repeals all acts incon-istent with this act.

In no law is there found the right to collect fees of levy and

sistent with this act.

In no law is there found the right to collect fees of levy and commissions, except when a distress and sale is made; and then such sale to be by public auction. I cannot find any law authorising the five per cent fees of collections.

The laws of 1845 and 1850, to which you refer, are nearly identical in terms. If the Act of 1845 did not allow the charge for costs &c, but required the attractioning of the Act of 1856 allow these charges, when it uses the same terms as were used to 1843, in relation to the collections of taxes &c, and repeat all other Acts and partial Acts inconsistent with it. It is difficult to find the right to make these charges, except upon the assumption that, when a statust does not approach to the collection of the collection of

that this abuse be reformed almost term. Very respectfully, FERNANDO WOOD, Mayor.

Reports in favor of refunding \$400 to Lewis H. Dennisen, being amount of a forfeited recognizance; paying Charles T. Vollers \$36 for sweeping, &c., office first Judge. Adopted.

Petition of Mr. Odell, one of the officers of the Superior Court, for an increase of salary for extra services as Librarian. On motion, \$100 extra granted.

Report on the petition of the Third av. Raitroad Company for remission of personal tax for 1854, with recommendation that the personal tax of \$10,372.75, for the year 1854, against said Company, at No. 1 Ann.st., be remitted, the Committee considering that, unser the circumstances, the Company had a right to compromise by paying \$200 tax on its real estate. Laid on the table to be printed.

An application for more suitable room for Grand Jury was referred to the Board of Aldermen.

BOARD OF ALDERMEN.

Monday, March 12—Ald. Barker, President, in the Chair, and a quorum present
PETITIONS REFERRED.

Of the inbabitants of Flushing and vicinity, for a ferry from Thirty frusthet. E. R., to Hunter's Point, on Long Island, the Termin us of the Flushing Railroad. Of W. Pitt and others to have the new City Itall built on Madison-equare. Of the residents of Thirday, to have said avenue lighted with reasterners Forry-fourth and Ninety-second sta. Of citizens of New-York and Brooklyn, asking that the Bridgest ferry run two boats during the day and one until 12 ociock at night.

By Ald. Herrick—That the Manhattan Gas Company be directed to lay their mains through the Thirday, from Forty-fourthest to Ninety-second st. Referred.

By Ald. Vooretis—Calling for a report as to the cost of removing the ruins of the old Alms-House. Adopted.

By Ald. Fox—That the chambers of this Board be not ocenpled by any other body without the permission of the Board. Adopted.

By Ald. Fox—That the Grand Jury be permitted to use this room. Adopted.

By Aid. Fox.—That the Grand Jury be permitted to use this room. Adopted.

INVITATION.

From the Governors of the Alme-House, inviting the Board to accompany them and the Legis'ature to the institutions on Toesday the 19th inst. Accepted.

REFORTS CONCURRED IN.

To concur with the Board of Councilmen in draft forms for subpenss to asswer to questions before Committees of Common Council under an act enabling the Common Council to take restinct y in matter referred for investigation, and directing the setual wide hing of Disacest, to take piace on the lat of May, 1855; to dieg Tweith it, between Avenue C and Dry Dock, to allow regular pay to Policemen Ackerman and Genbling, of the Sixteenth Ward, who were suspended from pay.

PUBLIC BUILDINGS.

A communication was received from the Chamber of Com

The Committee on Ordinance reported in favor of the ordinance passed the Board of Councilmen, for the more effectual enforcement of the Encise laws, which was postponed. The report was directed to be grinted.

THE LEGISLATIVE VISIT.

Ald. Voornis offered a resolution, tendering the members of the Legislature the hospitalities of the City during their say here, and to appoint a Committee to carry the same into effect. Ald. Briggs, Brown, Herrick and Voorhis, were appointed as such.

SLIFS.

A report was adopted, granting permission to the New-York Branch Filota to see the Silp, foot of Jackson et.

LEASING OF WHARVES.

The report from the Board of Councilimes, making the term for lessing one year instead of five years, was concurred in. A resolution from the Board of Councilimes, appropriating \$250 to defray the expenses of a Committee on the Washington Market property to Albany, was lost.

The Board adjourned to Monday.

BOARD OF COUNCILMEN.

MONDAY, March 12 — Present, D. D. CONOVER, Esq., President, in the Chair, and 52 members.

By Mr. Radley—Of Hiram Fugle and others, to be organized as a Hose Co., to be located in the house formerly occupied by Hose Co. No. 29, disbased. To Committee on Fire Department.

BEMONSTRANCE.

lard as a Hose Co. to be located in the hone formerly occupied by Hose Co. No. 29, debanded. To Committee on Fire Department.

By Mr. Reed-Of Thomas E. Broadway and others, but here and drovers, assist the passage of an ordinance to prevent the slughtering of swine and not cattle below Fifticthest, in this City. To Committee on Public Health

By the President Freemble stating that immediate action should be taken by the Common Council to insure the removal of night soil from the City in lieu of the very obnoxious mode of dumping the same from the piers of the City, with resolution that the Committee on Public Health take into consideration the propriety of advertising humendately for the removal of the night soil from the City. Adopted.

From the Chief Engineer of the Fire Department, submitting communication from Hook and Ludder Co. No. 11, stating that "the present Company are unwilling to do duty as fremen with the undeserved character the Company has with "the Department," and returning the key of the truck-house, which the Chief Engineer says he has caused to be locked up. To Committee on Fire Department.

From the Chamber of Commence, submitting pressmile and resolution in favor of erecting the public buildings in the Park, instead of Madison square. To Committee on Repairs, &c.

INVITATION.

From Meeters. Gaynor. Sauford and O'Hara, representatives of the litch Utivic Societica, asking presence at review, in front of the City Fail, on Saturday next, March 17, between 12 and 2 o'clock. Accepted and Gird.

Of Committee on Lamps and Gas, in favor of giving con-

o'clock. Accepted and filed REPORTS. Of Committee on Lamps and Gas, in favor of giving con ect to "the hall-m Gas Light Co to lay mains for gas in al

2 o'clock. Accepted and nieu.

Of Committee on Lamps and Gas, in favor of giving consent to "the Hallem Gas Light Co to lay mains for gas in all "that portion of the City north of the center line of Twenty" night het. for the purpose of supplying gas to public and pri" wate buildings" under regulations defined in the report. List on the table, to be printed.

Of Committee on Assessments, in favor of continuing assessment lists for sewers in Division et, and Forty-sevenchest, between Eighth and Ninth ave. To Committee of the Whole.

Of Committee on Streets, in favor of fencing in Thirstendst, between Bright and Sevenihavas, do north side Thirty-third et, between Sevent and Eighth aves, i spirig cross-waitin front of West Twenty-third-st. Presbyterian Church; in favor of flagging, &c., various streets named. To same.

COMMENICATIONS

of the Comptroller in relation to the payment of ex assessors in the Street department, recommending that one net cent, he allowed (which they have given notice of their willingness to accept), amounting to \$2,175 oc. The Committee on Finance.

Of same, in relation to the payment of ex assessors in the Street department, recommending that one net cent, he allowed (which they have given notice of their willingness to accept), amounting to \$2,175 oc. The Committee on Finance.

Of same, in relation to the payment of ex assessors in the other committee on finance.

From Commissioner of Streets and addewalls accound the public marsets are allowed to be occupied by stalls, building, of the rooms had their privileges—stating that the authority, the suppasses is in the old and time henored custom. A large number of these who accepts the stands do so by permits granted by the former Superintendents of Markets, by and with the approaches for stands are constantly increasing and sevent pay the largest portion of the market fees. The Commissioner of the benefit built benefit and the occupied by the largest portion of the market fees. The Commissioner has not be printed.

COMMITTEE OF THE WHOLE.

COMMITTEE OF THE WHOLE.

THE POOLE TRAGEDY.

CORONER'S INVESTIGATION-[FOURTH DAT.]

MOSDAY, March 12-10 A.M.

Mosday, March 12-10 A.M.

The whole of the Jurors, with the exception of Ald. Drake, having arrived, the Coroner said he heard, on Saturday night, of the whereabouts of the man who drove the coach on the night of the 24th of Saturday night to take him. He succeeded in arresting "Lively," and another; and Lively told him that a man named "Shanghai," in the employ of the same person as himself, was also charged with being the driver of the coach. The Fourteenth Ward Police were in search of Shanghai, with what success he (Mr. Hitten) was unable to say. The Coroner also said he was continually receiving anonymous letters in relation to this affair; but, unless they were authenticated by the signature and address of the parties sending them, he could not notice their contents

ties sending them, he could not notice their contents.

Leon Oliver—I reside at No. 92 Laurens-st.; I was with Mr. Poole when he left his house in the first part of the evening of Saturday, the 24th of February; it was about 9 o'clock when we reached Stanwix Hall together; we went in there, and a party was in there, in the back room, singing; I walked past the back room; Morrissey, Suycam and others were in the company; I tapped Poole on the shoulder and said, "This is private company," and we both turned around and walked away up to the counter in the bar-room; some one of our company asked us to drink, and we did so. [The whole of the Jury having arrived the witness was sworn, and the testimony was read over.] Mr. Janeway then suggested that we should have something to est; Mr. Poole sat down around and walked away up to the counter in the bar-room; some one of our company asked us to drink, and we did so. [The whole of the Jury having arrived, the witness was sworn, and the testimony was read over.] Mr. Janeway then suggested that we should have something to eat; Mr. Poole sat down with Janeway and the rest of the company, axcept myself, (I having just supped.) to the eating-counter, and are: I sat upon one of the high stools at the other end of the counter, with my back to it, and Mr. Poole sat by my side; some one came in and said something to Poole, but what it was I can't say; Pool had got through eating when Mr. James Irvin came in at the street door, and sat down on the opposite side of the room, facing to Mr. Poole: he did not say anything to any person, and none of our company, that I know of, spoke to him; then Mr. Deagle, proprietor of the saloon, came up to Mr. Poole, and spoke to him, wheretopen Mr. Poole got down from his stool and went with Mr. Deagle between the drinking and esting counters, and stood with his back toward the back room and entered into conversation with Mr. Deagle; then I heard a noise in the back room, and some one said "I know what I am about; let me sloae," &c., I then got down and leaned back against the end of the counter; it was Mr. Morrissey's voice that I heard; in the room with Morrissey I saw Mr. Lewis, Mr. Suydam and others; Morrissey's voice that I heard; in the room with Morrissey and standing with his back opposite to Prole, placed both his hands across the space between the two counters: Mr. Morrissey walked rast, saying, "You need n't try to hide him, or something like that; he then said, addressing Poole, "Ab, ab, it is there you are, you did not see any pistols: there was such a bubbub that I went on the house to muzzle," or something like that; Mr. Poole then stepped out into the floor toward Morrissey, and the friends of both parties got between them; James Irwin did all he could to stop Morrissey; some one in the crowd called out to Irwin, "Why d

his coat; but I did not see him have say weaps, did not see Officer Ras in the room; Morrissey subtro or three times to Pools, before Pools replied it was the control of t

"be on him;" that's all I ever heard Morrissey, any of these persons say, in reference to attem. Mr. Poole; I have not beard any of these perthreaten to whin him of late.

By a Juror—Did you go to Stanwix Hall on Sumorning? A. On Sunday morning an officer Mr. Hyde told me that some nineteen persons been locked up for playing Vingt-et-un; Hyde with the common of th

got in; Baker was also there.

Q. Was Linn there? A. There's three or
Linn's, I don't know which one you mean.

Q. Was Cornelius Linn there! A. I did
him, he might have been there; Hyler was the
this time; I could not bring to mind the precise
the conversation was about the difficulty at
Hall, I should think, from the little I beard; I
say who was talking must about this thing: B
voice was most prominent; he seemed to want to
muse drop, and was talking about a match he h
for \$100, on Morrissey, in Philadelphia: I could
whether the match was for fighting running or any
else; I suppose they would keep that among them
I can't say whether Baker was in Lyng's what
went in: I can't say that Turner was in there.